# CHAPTER OF ACCIDENTS.

Great Conflagration at Hunter's Point.

The Devoe Oil Works, Seven Lighters and a Brig Destroyed.

LOSS ESTIMATED AT \$550,000.

A Livery Stable in Brooklyn Burned---Loss \$75,000.

Collisions in the Bay and East River.

An Austrian Ship Run Into and Sunk by the Steamship Russia.

The Steamboat Norwalk Sunk Near Wall Street Ferry, Brooklyn.

Explosion on a Tugboat in the East River-Three Persons Injured.

CONFLAGRATION AT HUNTER'S POINT.

The Devoe Manufacturing Oil Works, Coal Yards and Houses Burned—Seven Lighters and the Brig Avance Destroyed—Territo Explosion—The River on Fire—Loss Estimated at \$550,000—List of Insurances.

Hunter's Point, Long Island, is a queer place. In fact, it is a nondescript. It is an offshoot from the more pretentious village of Greenpoint, which is, in turn, the child of the parent Brooklyn, the fourth city of the Union. It lies on the broad breast of the East river, which folds its mighty waters within the Phrough it or beside it, on the south, stiently winds a race lovingly the land it touches and which in part has made the place a name. This stream is called Newtown Creek. It has attained great significance from its commercial value, but perhaps the old anders to the century past, will also view is with kindly regards from the happy days that have slipped down the gallery of the past, but remain tinged with life in his memory when he and his business of fishing, catching soft shell crabs, and pad-ding, in moments of romance, their light body row-ing boats. Hunter's Point does not cover an immense secretory, out the busy hum of trade business inces-santly from scores of factories and furnaces, that had made for it commercially, an importance that can be envied. Though there are in this village res of blacksmith shops, with brawny hands at bellows, cabinet maker's factories with artisans of the saw and lathe, lumber yards with millions of feet of prepared timber, coal yards with thousands of tons of coal, this village is the refined petroleum centre of the country, the oil factory of the world, the cheap illuminating fluid depot of mil-lions. Above, beyond and around the creek which ions. Above, beyond and around the creek which also washes the shores of Greenpoint, dividing these two ambitious places are immense buildings of wood and brick, covering in their extent acres of ground, giving employment to hundreds of the bronzed checked and sinewy exponents of labor there living, and constituting one portion of wealth, and employing millions of capital in profitable in-

These factories are under control of men whose aplished, and now the little narrow terriave accomplished, and now the little narrow terriory bounding the creek of Newtown is a vast manuactory and place of shipment of refined oils, known is kerosene, to all quarters of the globe, to all climes 
und all colors and all conditions of people.

The largest of these establishments, overlooking 
with a proud business mien its neighbors, and the 
most complete of their character for making, filling 
und shipping the article named was, the works of 
THE DEVOK MAUFACTURING COMPASY.

Its business of the most gigantic nature, inrolving in various uses hereafter to be 
named an extent of ground equal to five acres.

in the of late, 94 the capacity of the Hunger's Point factory was summered for their yeat trade. The latter, until yesterday inorning, had long been in operation, meeting the demands upon its capacity and gladdening the hearts of the bundreds who passed the hours of labor within its boundaries. It is now a thing of the past. The higher of the past in the nuge red buildings that enclosed so mich weaklin in alis and machinery have been levelled with the dust, and a blackened space, seething, boiling and bubbling with a hundred hissing tongues of fire, is all that remains of the once vast works. The configuration that razed them, and sent consistent to the country around acout and destruction to other property on land and water, burning lighters, selling vessels and steam tugs, and frugitening in its intensity even the bold firemen who tried to stem its wave of overwhelming destruction, occurred at an early hour yesterday morning. To thoroughly understaind this vast, terrible business of the fire flend, it will be essentially necessary to narrate the dimensions of the various buildings burned, and the nature of their contents. They were divided as follows:—

The FACKINO HOUSE.

This building, of wood, was 100 feet wide and 900 feet deep, extending down to the creek, in height one story, but conspicuously large. In this were two manennes machines of fron, styled the "filling apparatuses," that performed all the work of filling the tin cans before packed in wooden casses prior to shipment. These machines were capable of disposing of 18,060 five gallon cans dally. At the time of the fire there were stored in this building 12,000 cases packed, or in gallons of refined petroleum 190,000.

Next adjoining the "packing house" was a large packed, containing a large fron tank, constructed of which was 3,000 barrels of oil, or 120,000 gallons. It was nearly full. One portion of this building was loof set wide on front, 75 feet at rear and 200 feet deep, and also ran to the water's edge.

On the eastern side of this were five

THE COMPANY'S LIGHTERS AND TUGS.

Lying in the creek were the following lighters of
the company, all of which were totally destroyed or
acarly so. They were the

lightly.
Long Island Railroad depot and freight shed.—Not damaged, but in the greatest danger.
Tenement house of Mr. Reed, a keeper on Black-well's Island, occupied in lower story as a lager beer saloon, but the upper unoccupied.—Almost totally destroyed.

well's Island, occupied in lower story as a lager beer saloon, but the upper unoccupied.—Almost totally destroyed.

BERAKING OUT OF THE FIRE.

At ten minutes past three o'clock yesterday morning, a clear, beautiful, charming hour, almost light enough to distinguish objects several blocks distant, and with three burly watchmen guarding the premises that no incendiary hand should approach the building with motives akin to murderous, and while one of them was winding up his watch as he stood at the foot of the "packing house," hear the junction of the creek and river, and when about returning it to his pocket, having noted the above time, the sudden flashing skywart of two distinct, narrow shafts of flame from remote places of the property he was guarding startied him as if he were struck dumb. It was but for a moment, however. He sprung his rattle, cried the dread alarm, which his companions did almost simultaneously; the few tired aborers and their equally fatigued households, living about the works, resting from the labors of the previous day, did not hear the first alarming cry; but in five minutes, startled and almost shunning the lurig glare of the increasing light for fear of blindness, and, retreating from its intense heat, sought safety; then they took up pealing cry and sent the wild alarm through every narrow street and lane of Hunter's Point and Greehpoint, and yelled faster and more furiously as the flames leaped higher and higher. The concourse that gathered was great. The police heard of it, and flashing over their telegraph wires the alarm went to Williamsburg or Brooklyn, E. D., and messengers were despatched to the various engine, hose and truck houses.

Steamboats on the river saw the shooting, grandly to the previous course that all the second truck houses.

houses.

Steamboats on the river saw the shooting, grandly gorgeous, fall-devouring flames, and hastened to the scene. The thousands of brave hearts and brawn hands that stood about the fire were powerless. They knew that the buildings were eatherstand that he country and the state of the s

the scene. The thousands of brave hearts and brawny hands that stood about the fire were powerless. They knew that the buildings were saturated with an agent subtle as gunpowder, and they knew, many of them, that the immense tanks with thousands of gallons were fastened with manhole plates, and experience had taught them that the worst was to come.

The fames seemed like demons. They leaped and hissed from roof to roof, from building to building, with inconceivable rapidity. Deep red, light crimson, at times of amber and then white, they shot above, around and outward with their forked fingers, long before ATD ARRIVED.

At last the steamboats arrived, the police boat, some say; but this is not clear. The Minnelanouck, a ferryboat, and the Engines Nos. 1, 2, 3, 5, 7, 10, 12 and 13, and Hose Companies Nos. 1, 2, 3, 5, 7, 10, 12 and 13, and Hose Companies Nos. 1, 2, 3, 6, 6, 7, 2 and 8 of the Eastern District, arrived, under Chief Engineer Smith. Nobly they all went to work: but the company's tug Brilliant, under direction of the President's assistant, Mr. J. E. Greene, that "never is without steamer" had taken hold of two lighters not enumerated in the above list—Jefferson and Masters—and towed them to a place. She then directed her efforts to the Greenpoint yard of the company, then menaced, and there remained, throwing a large stream of water upon its every portion, saving it intact.

Now great tongues of fire shot their livid poison

Intact.

THE LIGHTERS ON FIRE.

Now great tongues of fire shot their livid poison across the creek, and one after one of the lighters took fire. Kindling like a spark at first, in seconds easily conneed they, too, took a conspicuous part in the grand fillumination. One by one they burned in hull, in masts, now licking up the decks, now absorbing beams and planks, when, with a hiss, the unburned skeletons dropped to pieces and floated amid the general wreck. One of these burning hulls dritted against the lost brig Avance, and before the captain and crew could obtain their clothes the great, eight of grandlers, in all probability, he would have put the helm hard to starboard.

The Fighta Maggiore was built in 1857, was of \$45 tons burden and belongs to a firm in Trieste. She was constinged to P. Vietor & Achelis, of this city, and had the following valuable cargo:—284 casks of and care would obtain their clothes the great, eight of a starboard.

The Mindular and greated and in the care was powerly adverted able would not reach the ship, like a special probability, he would have put the helm hard to starboard.

The Fighta Maggiore was built in 1857, was of \$45 tons burden and belongs to a firm in Trieste. She was constinged to P. Vietor & Achelis, of this city, and had the following valuable cargo:—284 casks of granneine, sixty-two casks and 1,454 cases of oils, 650 casks and ton power of which is the contraction of the contraction of the cargo in the c

Herculean energies to quench the seething charcoal pile, which they eventually did in such a manner as to prevent momentary alarm—heroleaily and until the stiding volumes of smoke drove them from their position.

The sheds of the Devoe works were fast failing, and amid this terrible sight, the oil not consumed, hundreds, yes, thousands, of gallous flowed down the docks and into the water, which there seemed in reality the phenomena of the water, which there seemed in reality the phenomena of the water, which there seemed in reality the phenomena of the water which the phenomena of the continuation of the water which the phenomena of the water wooden bridge across the creek was with dimenty prevented from taking from the tight the water of the serveral tasks—the four large ones with gallous of burning oil in them—had taken place, and sunfciently alarmed the thousands about, but a greater was to come. At twenty minutes to five o'clock the lighter Madison, which had burned more furiously than any of the others, because of her contents in hold, when suddenly its huge from tank, containing gasses and oil configed too long, exploded with a frightful doncussion. In every house within the radius of haif a mile beds shook violently, and the few bleepers started and jumped from their beds. Men were thrown to the pavements, fremen were jostied terribly against each differ, and some were bruised, but hone seriously. Not a vestige of the boat was left.

The Scense by Davilder.

Testerday the scene was one on the greatest devastation. Huge boiling, bubbling tanks of oil yet threw up their sheets of fame flity feet, and none could approach them, as they seemed ready to melt with intense heat. The volume of stiding smoke, by the influence of a gentle northwest with intense heat. The volume of stiding smoke, by the influence of the gentle of the rains like grim spectres mourning the destruction. Small boats came in scores flied wi



Messrs. Day & Co. are not at all insured. Mr. Reed is only partially. The loss by the Devoe Manufacturing Company will reach a very large sum, not ascertainable for

days.

The officers of the company are:—George W.
Devoe, president; P. W. Devoe, treasurer. The
superIntendents are:—Of the works, Gardner Van
Reed; president's assistant, J. E. Green; of tin shop,
F. T. Parsons.

### LARGE FIRE IN BROOKLYV.

Destruction of a Large Livery Stable in Brooklyn-Loss About \$75,000.
A fire was discovered about nine o'clock

night on one of the upper floors of the large livery stable of Mr. H. B. Witty, situated at Nos. 2, 4, 6, 8 and 10 Nevins street, near Fulton avenue. It communicated to the hay and spread with such fearful rapidity that the of which were very valuable. The entire structure, which was a four story brick, erected about a year since on the most approved plans, was totally de-

since on the most approved plans, was totally demolished before the fire was subdued. The loss on building and stock, including a number of carriages and velocipedes, will amount to \$75,000.

The origin of the fire is not definitely known. An employed in the stable states that he first discovered it beneath the stairway, in the hay loft, while another party asserts that it originated in an adjoining building, occupied by Goodgnough & Fronkel as a liquor store; but the latter statement is probably a mistake, as that building was only damaged to the amount of \$500. It is owned by Mr. Criscollo.

Mr. Witty's stables were erected about a year since, at a cost of \$40,000. He had \$50,000 worth of rolling stock in it, but part of it was saved. There were \$5,000 worth of sleighs in one of the upper lofts destroyed. He has an insurance on the building and stock of \$30,000 in twelve different companies.

The firmen worked with great perseverance, and

panies.

The firemen worked with great perseverance, and through their exertions saved several buildings on Fulion avenue, owned by Mr. George P. Jarvis. The damage to these buildings will amount to 2500. The families occupying them were considerably alarmed and packed up their furniture ready to move.

### COLLISION IN THE BAY.

Ship With a Valuable Cargo.

About eleven o'clock yesterday forenoon, as the steamship Russia, of the Cunard line, was coming up the buy, she ran into and sunk the Austrian ship Figlia Maggiore, Posnanovich, captain, which was at the time lying anchored off Bedice's Island. It appears that the Russia was under a full head of steam, and, when about 500 yards from the ship, got into an eddy which swung her directly in the way of the anchored vessel. The steamer's engines were imme-diately backed, and every effort that could possibly diately backed, and every effort that could possibly be made under the circumstances was made to avoid a collision; but the Russia had been going at such a rapid rate just previous to her engines being backed that every effort proved unavailing and the bow of the steamer struck the ship just abaft the forward rigging and went crashing through her side as though it had been made of the merest shell. The crew of the ship, who had foreseen the danger impending when the Russia was first discovered bearing down on their vessel, were fortunate enough to get into their small boats, with whatever little effects they could snatch up at the moment, and put off before the ship went down, which she did it eight fathoms of water a few minutes after

## LOSS OF THE STEAMBOAT NORWALK.

She is Ran Into and Sunk near the Brooklyn Side.

Yesterday morning, after ten o'clock, as the steamboat Norwalk, a well known river boat—which during the present season has been running to Peckskill—was proceeding up the channel destined for a New York pier, there to embark passengers for Bath, Long Island, to attend the races at the Prospect Park Fairi Grounds, she was fun into and sunk within four minutes thereafter. It appears from the statements of the captain, George W, Wilson, and the pilot of the Norwalk that they were proceeding up the stream under a moderate pressure of steam, and when hearly opposite Martin's wharf, about midway between the Wall Afrect and Fulion for slips, they encountered a propeller; but the stone in tow. The Norwalk revarsed hey engines and signalized the propeller; but the latter kept on fife course and afterpied to cross the bow of the larger steamer. The soow struck the Norwalk on the starboard side, about the main gangway, just forward of the wheel, and immediately above the water line, with a force which is described by the pilot as resembling the striking of a solid stone pier. The hole knocked in the side of the steamboas was about six feet in diameter, and the water poured in with frightful rapidity, warning her crew—fortunately there were no passengers ou board at the time of the occurrence—to seek safety without delay. The angines were put to their utmost to bring the doomed vessel near the short, and she was brought in close proximity to the foot of Roberts wharf, near the Wall street lerry, where she went down, stern foremost and turned bottom upwards, within less than five minutes from the time she was struck. The captain and crew were all rescued through the prompt assistance lent them by the tugboats and several smaller creat lying in shore that witnessed the disaster. Rumor had it that a caoin boy was lost, for menty called aurora, was an old vessel, but was rebuilt about five years ago. Last summer she drive a good business in plying between New York, Hrooklyn, F

## EXPLOSION ON A TUGBOAT.

The immediate vicinity of Wall street ferry about half-past ten o'clock yesterday morning was sud-denly thrown out of the quiet groove of its peaceful every day life by the loud report of an explosion, and a moment afterwards the myriad of splinters

were again on the wing. The shock was exceedingly heavy and caused considerable excitement among those who chanced to be in the neighborhood. There was a great hurry towards the scene of the catastrophe, and in a very few moments a vast crowd had collected, but the noise of escaping steam for a time seemed but to increase the confusion. The accident occurred near the head of pier No. 15 and by it three persons—the pilot, Thomas Rainey; the steward, James Johnson, and a deck hand, named Charles Powell—were severely, if not se-riously, injured.

It appears that the tugboat but a little while pre-vious to the sad disaster which overtook her so sud-denly had entered the slip between piers Nos. 15 and 16 to wait for a tow, and lay with her bow made i to a spile on the latter pier, and her stern swung across the slip towards pier No. 15. At the time of the explosion the pilot, steward, and deck hand above alluded to were on the deck near the bow of the vessel and in close proximity to the rear end of the boiler, which particular end was the cause of the frouble. It was the lower portion of the rear end of the boiler that was blown out, and as these men were but three or four feet in front and almost immediately over it at the time, they unfortunately received the full force of the shock. The steward was busily engaged in preparing the breakfast, and

were but three or four feet in front and almost amediately over it at the time, they unfortunately received the full force of the shock. The steward was busily engaged in preparing the breakfast, and the pilot and deck hand were also busily employed in some work hear him, when they were, without the slightest warning, suddenly sent whirling through the air and into the water.

The pilot, Thomas Rainey, was blown into the water, and as he was pretty badly stunned and scalded by the explosion, would doubtless have sank to the bottom had not Mr. James Coventry, a 'longshoreman, who witnessed the accident, heroically, and at the risk of his own life, idmped into the water after him, and after some difficulty succeeded in rescuing him from a watery grave. Captain Rainey, who is rather severely scalded about the upper portion of the body, was taked to his home in this city. It is said that the hab been in command of the boat but a few days.

Charles Powell, the deck hand, was thrown from the boat on to pier 16, a distance of about twenty feet, and is badly scalded and bruised about the chest and arms. He was taken to Bellevne Hospital, where his injuries were promptly attended to. He was evidently suffering severe pain—so much so, indeed, that the doctor who attended to him was unable to find out whether or not he had received any internal injury, which, if he has not, will permit him to recover in a very short time.

James Johnson, the steward, escaped with comparatively slight injury. He is burned about the arms and the upper portion of the body, but not dangerously. Johnson was also taken to Believue Hospital, where he received medical attendance. The wounded men were conveyed to Believue Hospital, where he received medical attendance. The wounded men were conveyed to kelievue by officers klyan and Welch.

John Harrigan, the engineer of the tugboat, had been away from the boiler about two minutes, and when the explosion occurred was standing on the dock. Another deck hand, whose name we could not ascertain, was ne

when the expission occurred was standing on the dock. Another deck hand, whose name we could not ascertain, was near the stern of the boat and likewise escaped uniquired.

The engineer states that when he last examined the bolier, two minutes previous to the explosion, it had a pressure of fifty-five pounds of steam. He further states that they were allowed by the inspect-or's certificate to carry sixty pounds, and that the bolier was provided with a "lock valve," which blew off at sixty-two pounds. He attributes the cause of the accident to usage and old age. The boat and bolier were both built in Philadelphia and were about five years old. The pilot house of the tug was blown into the water, but in other respects the boat sustained but very little damage. One thousand dollars will probably put her again in good repair. She is a trific over sixty-one tons burden, and is owned by Mr. Washington Duckett, of Philadelphia, which city she left about two weeks ago and came to this city to be fitted with new tanks. On Monday she made her first trip down the bay, and yesterday morning had come up from Sandy Hook with a bark in tow, which she had left safely alongside of an adjoining wharf but a little time previous to being lincapacitated by the explosion from doing further service.

## A MERCHANT IN TROUBLE.

leged Fraudulent Transfer of Lands.
At Jefferson Market yesterday, before Justice Dodge, was arraigued, by Sergeant John McDermott, Jenks Budlong, a cheese merchant, of Warren street, Brooklyn, who stands accused of a serious offence,

As yefferson Market yesterday, before Justice Dodge, was arrayined, by Segreant John Molermott, Jenks Budlong, a cheese merchant, of Warren street, irrotryn, who stands accoused of a serious offence, which, even if not sustained in the criminal prosecution now pending, will at least cause aim considerable shnoyance and expénse to defend.

The complainant is Clinton Gibbert, vice President of the Greenwich Savings Baak, and the charge is that its Budlong, with the complainant and control of the complainant is the single of the complainant to promissory notes amounting to \$3,000, by the professor protes amounting to \$3,000, by Take propresentations, which he had been compelled to pay.

The allegations het forth in the complaint on Bie in the country and the property described by the savings and the complainant in the savings of the savi

PROSPECT PARK FARE GROUNDS.

First Day of the Trotting Meeting-Two Capital Contests-The Fastest Team Trot on

pect Park Pair Grounds was a decided success. The weather was all that could be desired, and the attendance, if not very numerous, was decidedly select. The managers of the fair grounds showed that they had little to learn in the completeness of the arrangements which marked the day. A compe-tent force of police officers from Brooklyn, under command of Inspector Folk, was present to enforce order, but no occasion for their services arose throughout the day. The arrangements for visitors were about as perfect as could be reasonably expected for an opening day, and a first opening at that. The grand stand was filled, but not crowded. It is admirably placed for the purpose of witnessing a race, overlooking the entire course and command-ing many very picturesque views outside of itse The upper floor of the grand stand was more especially patronized by the ladies, whose toilets lent a charm-ing feature to the scene and gave the course its most brilliant attraction. The club house, a few hundred feet away, had a grand national flag flying from its summit, two of smaller dimensions fluttered over the main entrance, and three of the association flags, in blue and white, gave themselves to the breeze from the top of the grand stand. There were wealthy gentlemen present from all parts of the country, and a real interest appeared to be felt by all in the successful establishment of legitimate trotting. Without clubs of this character, suptrotting, no real approach can be made to rendering the national horse sport of America opular and permanent. The members of the association are gentlemen of wealth and standing, and, numbering several hundred in strength, they combine an influence that cannot fail to popularize trotting and encourage the breeding and training of a better class of horsefiesh throughout the country. The public, too, are invited to witness tures of fraud and collusion, and conducted in a instance of fraud or collusion that may ever happen to occur on the Prospect Park Fair Grounds will be summarily dealt with, and those implicated will be of the association, with their families, being present. Dodworth's band played upon the upper plazza and certainly deserved credit for the wonderful variety of popular operatic airs they poured forth from time to time. There was a goodly show of handsome private vehicles on the ground, and a more than goodly show of beautiful women. Among those who promenaded the quarter stretch might be noticed Commodore Vanderbilt, Captain J. Vanderbilt, Mayor Kalbidelsch, Commodore Edward Dodge, Sheridan Shook, John C. Ham, William Johnston, Barney Williams, E. Simmons, Cornelius Stagg, California; Joel Holkem, Dr. George Gordon, Joseph Harker, George Hall, William M. Parks, Edward O, Read, Edward Morris, Colonel E. Sanford and Mr. Hamilin and friend from Buffalo. A good deal of enjoyment characterized the day. The weather alone was a source of exquisite delight, and the scenery, as viewed from the upper plazza of the club house, presented the most varied and picturesque features of rural beauty the eye could possibly rest upon.

THE TROTTING

rood repair. She ha trift over starty one that the property of the starty of the property of t

son led four lengths, Pfifer's mare second, lengths and a half in front of Lady Flia, who four lengths shead of Trenton, the latter ha broken up a second time. Going along the lend Lady Elia broke up, but lost little ground, still kept m front of the geiding. At the three-query length of the lengths, but Pfifer was closing at a tiree-quarter pole, which was passed in 197%, Lied three lengths, but Pfifer was closing at a stride. The struggle up the homestretch termin by Lydia Thompson winning the heat by one lost pfifer's mare second, three lengths in front of I Ella, who was four lengths ahead of Trenton. To the heat, 2:40%. The following is a Summary.

PROSPECT PARK FAIR GROUNDS, May 25, prem No. 1, \$500; mile heats; best three in five, in har for horses that have never benten 2:45; \$350 to the second and \$50 to the langes:—

HORSE NOTES.

There was a large attendance at the Fashion Course on Sunday morning to sac the trotting horses that are there in training take their morning or A number of horses have engagements at the Prospect Park Fair Grounds this week.

D. Mace drove Mr. Humphrey's black mare that Tempest, and afterwards another black mare that

Mr. Rodin drove a very fast and fine looking sorrel Mr. Round drove a very last and the looking sorred horse, the property of Mr. De Jonge. He also drove Mr. Messerole's horse Little Fred a mile in 2:34%, and repeated him a mile in 2:30%. Mr. Borst drove George Wilkes a mile, which he trotted very handly in 2:23%. Mr. Ferguson drove Néedle Gun a mile with a running horse by the side of the sulky, and he also showed great speed.

showed great speed.

Mr. Champlin drove a very fine and fast team of blacks, the property of Mr. Wilkins.

Mr. Harker's mare Brunette showed a great deal

Mr. Harker's mare Brunette showed a great deal of speed.

George Palmer was rattled up and down the homestretch of the track several times. He is very flust this spring.

Mr. Rodin drove Myron Perry a mile in 2:31½. This horse is matched to beat Dutchman's three mile saddle time.

Mr. Lovett drove a very handsome dive year old Hambletonian mare, the property of N. H. Leadbetter, who steeped very nicely.

Rountain Boy trotted a quarter of a mile the other morning at the Union Course in thirty-one seconds and a haif. Bruno and Dexter have also trotted quarters in thirty-one seconds and a haif, and Mr. Bonner's mare Feeriess has been tried a quarter by Captain Moore and another gentleman in thirty seconds; but the beauty of Dexter is that he keeps up his brush longer than any other horse in the world.

Captain Baby owns and drives on the road to a top wagon a magnificent team of grays, whose style and action are admirable.

The young race horse Pompey Payne, who marked 1:44% at Lexington last week, was sold immediately after the race to James Conlisk for \$5,000. Pompey Payne is three years old, a blood bay, of fine style and finish. He was stred by Vandal, dam Magneta by Mahomet. Pompey Payne was beaten at two mile heats on Friday last by Versailles and Dublin.

# THE BUCKEYE RACES.

The racing over the Buckeye course commenced to-day. The weather was fine, the attendance good and the track somewhat heavy. The betting

The first race was a sweepstakes for three year old

The second and ages. The longer of the late of the lat

KENTUCKY RACES. LEXINGTON, May 21 .- Citizens' Stake for colts and

Lexinorox, May 21.—Citizens' Stake for coits and fillies larce years old, two mile heats, \$50 entrance, p. p.; the association to add \$250.

General A. Buford's b. c. Versailles, by Vandal, dam by imp. Margrave. 2 1 1 Frank harper's ch. c. Dublia, by Australian. dam Lavender, by Wagner. 3 1 2 2 Geo. t adwallader's b. c. Pompey Payne, by Vandal, dam Magnèta, by Manomet. 1 3 3 3 Time, \$1374.—34834.—43014.—43094.

## THE NATIONAL BAME.

The Mutuals beat the Harvards yesterday, with a

score of 4: to 17.
The Socials and Sparies play to-day, at the Test facile and Alphas also play to-day, at the